

SIO Shipyard Representative Bi-Weekly Progress Report		
Project: AGOR 28	Contract No.: N00014-12-C-0305	Shipyard: Dakota Creek Industries
Prepared by: Paul D. Bueren Scripps Institution of Oceanography (SIO) 297 Rosecrans St. San Diego, CA 98106	Date: 4 January, 2016	Program Officer: Robert (Tim) Schnoor Office of Naval Research 875 Randolph St ONR 321 Arlington, VA 22203-1995
Distribution Statement A: Approved for public release; distribution unlimited.		Report No. A002.091

Q11. Meetings:

- Attended weekly conference call

2. The following Shipyard Question Submittals were reviewed and commented on:

No questions this reporting period

3. Logistics:

- Continuing to work on initial outfitting lists for Sally Ride.
- Working on NS5 Hierarchy
- SCBA's and Cylinders received. Cylinders to be filled next week.

4. Operator Concerns:

- **Main Deck Noise Levels** –DCI is currently fabricating the sound barrier that is to be installed on top of the existing stack.
- **Anchor Windlass** – DCI anchor chain was removed and delivered to Washington Chain & Supply where each shot was measured. The chain was proof tested prior to the taking of measurements. A detailed report was disseminated. The chain will be returned for reinstallation shortly and will be reinstalled with the best shots first. It is hoped that this and the chain pipe modifications will resolve or minimize the skipping issue to a level that is acceptable. At present DCI has not started the chain pipe modification as the HMR for this has not yet been completed.
- **Steering Hydraulics** – Reports from Armstrong indicate that the system hydraulics over heat during DP operations. There are also reports that while in tropical conditions and while in auto pilot, the hydraulic oil temps are warmer than expected. The OEM recommends a normal maximum operating temperature of 125-degrees F. A cooler may be necessary to correct this issue.
- **Uncontaminated Sea Chest** – Reports from Armstrong indicate that the Uncontaminated/Incubator sea water systems lose suction when the sea chest opening comes out of the water. Glosten has developed a plan to relocate the sea chest approximately 4-feet lower than its current position.
- **Test & Trials** – Made good progress this week.
 - Vendor Commissioning – 33 total procedures with 20 @ 100%.
 - DCI Test & Trials – 125 total procedures with 98 @ 100%. Plus 12 (per latest test schedule)
 - Dock Trials, Builders Sea Trial and Acceptance Trials – 12 @ 0%
- **Acoustic Tiles & MLV** –No additional information on what materials are to be used for the Traction Winch Room or MMR bilge tops, if any.
- **Sanitary Construction Cert** – DCI was not able to obtain the FDA Certificate of Sanitation for Armstrong because the sewage discharge is ahead of the water maker suction.
- **Ride Anti-Fouling Paint** – The anti-fouling paint has failed due to an application error. The yard will correct this issue during a planned docking prior to Builder's Trials. With the dry-docking cancelled, the paint repairs will most likely be during Phase III if it occurs at DCI.

- **Conning Station Display** – The conning station has inop Bow and Tunnel Thruster indicators. This is a safety issue as the display will not match other thrust and directions indicators located on the consoles, thus giving contradictory information to the con. This deficiency has been put into the system and passed on to Armstrong where it has also become a GDR.

5. Sally Ride Progress:

- Divers scheduled for Tuesday & Wednesday for pre Builders Trial hull cleaning.
- Traction Winch – Operational testing was completed, with the winch being operated locally, from the aft control and main lab control stations. There are some outstanding issues with the winch monitoring system that need correction.
- Range Hood – With the installation of the sprayer bar, the system is complete. Testing to follow.

6. Call-outs

314-001-3	Scientific UPS Operational Tests on 12/21/15 @ 0800
514-002-3	Compartment Heaters Demonstration on 12/21/15 @ 0800

Captain Desjardins Report

Weekly Report 04 Jan 2016

Good

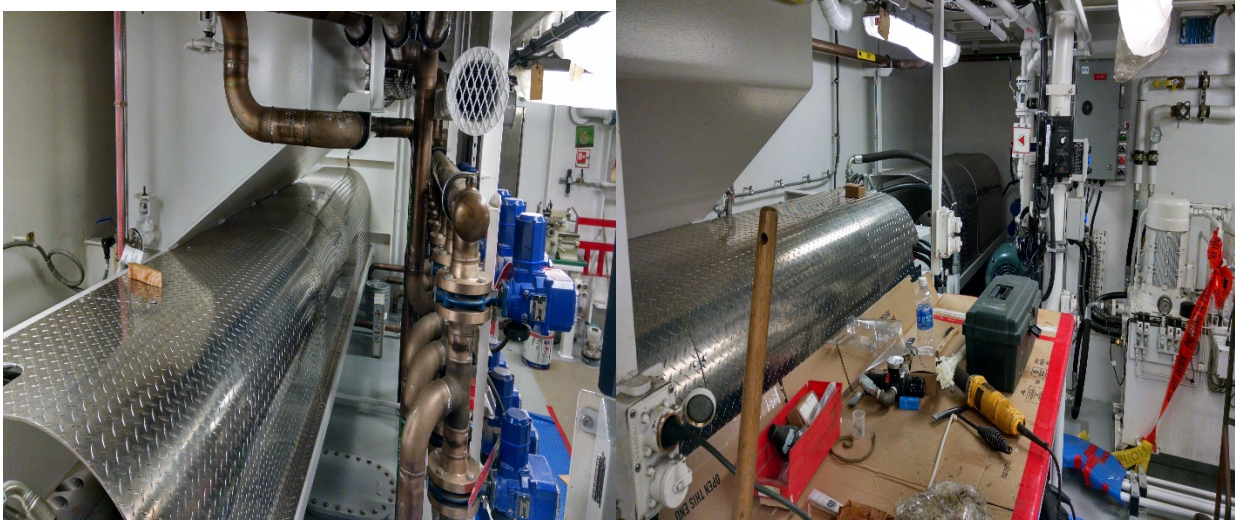
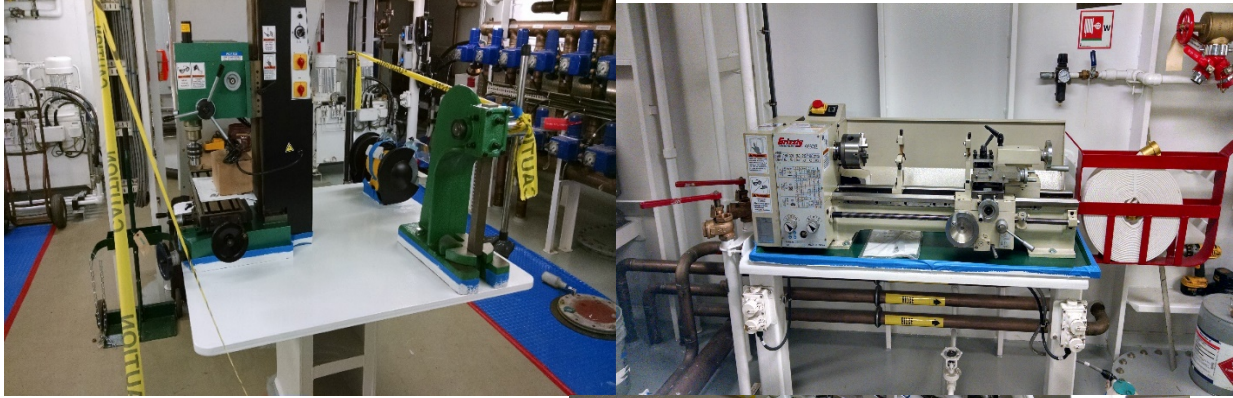
Exhaust stacks cut off re-aligned fore and aft and welded back in original position. Next stack mod is being welded up on the dock for installation and test soon.



Anchor chain un-shipped and trucked to Seattle. Chain measurements taken and chain certified by vendor. Bottom line is chain is within specifications. Report to follow.



Machine shop equipment installed, space painted out, shaft guards in place.



Work continues on lab overheads and bulkheads.



PHSE Void space under pilothouse painted out



Divers scheduled Tues & Wednesday next week to clean up underwater hull in preparation for Builders Trials.

Bad

Anchor handling system remains an issue for AT. Various strategies being discussed, odd length shot placement within chain currently being batted around. Desire is to not endanger AT by additional anchor handling problems reinforcement with Rides BTs.

Winch monitoring system appears to be set up incorrectly. Yard is aware and agrees that things aren't right. Paul Bueren is very familiar with the system and is confident that issues are confined to programming vs wiring. He is working with the yard to identify issues for them to take to Markey.

UGLY The stack mod maybe, will see it installed next week.

WTD Nothing at the moment.

Tom